



# I-195 Corridor Planning Study

District 6



Bicycle Pedestrian Advisory Committee  
Miami-Dade TPO  
February 25, 2020

# AGENDA

- STUDY AREA & PURPOSE
- PROJECT OVERVIEW
- PRIOR BICYCLE INITIATIVES
- BICYCLE / PEDESTRIAN ALTERNATIVES OVERVIEW
- BPAC INPUT / FEEDBACK

# STUDY AREA & PURPOSE



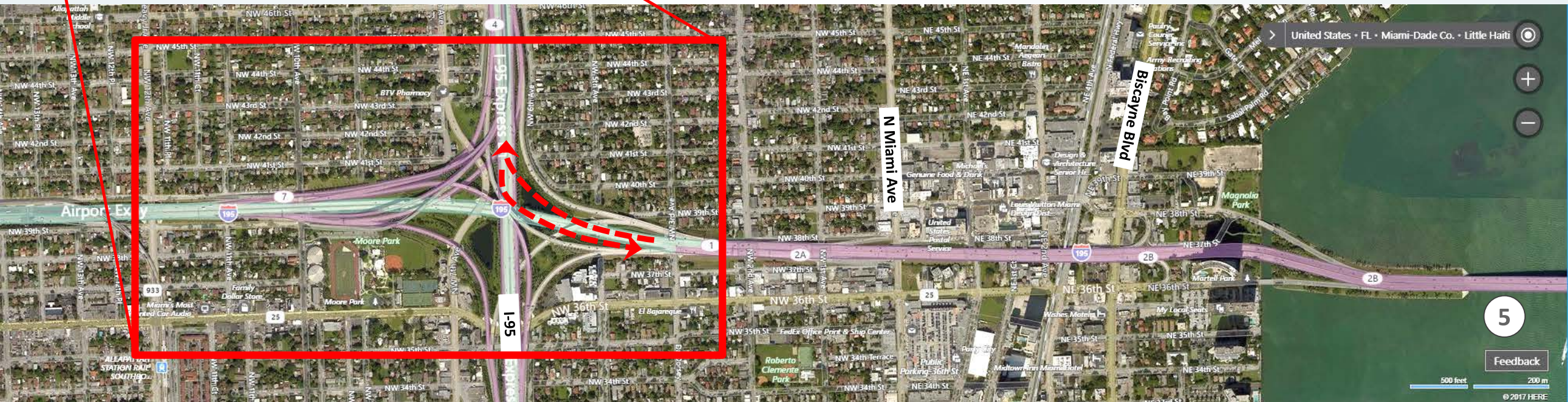
- ❑ 5-Mile section of SR 112 / I-195 from west of I-95 to Alton Road on Miami Beach
- ❑ Project to provide multimodal improvements addressing mobility and safety

# PROJECT OVERVIEW

# FOCUS AREA #1 (Direct Connection to 95 Express Lanes)

Western Limit

Eastern Limit



5

Feedback

500 feet 200 m

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# FOCUS AREA #2 (Improve Interchange Access in Midtown Area)



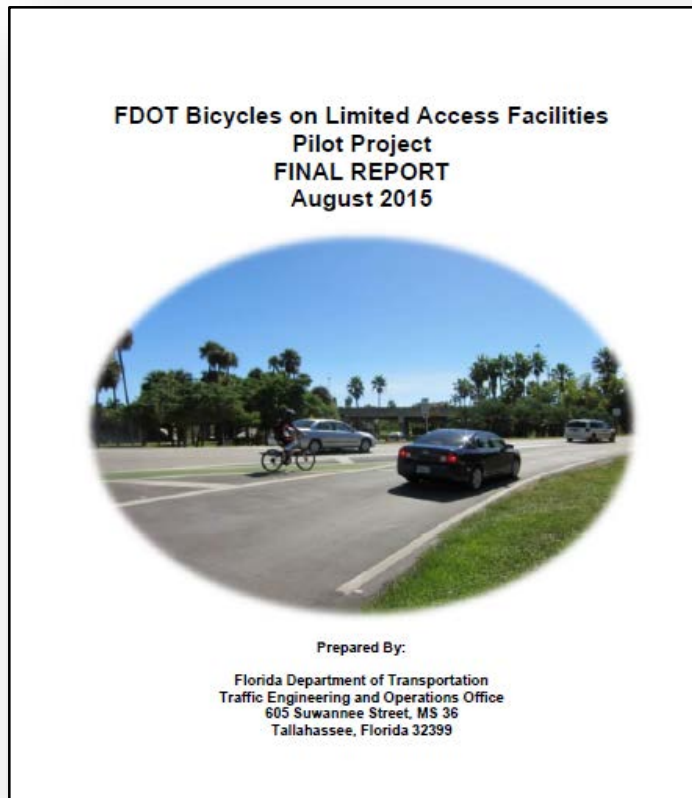
# FOCUS AREA #3 (Improve Bicycle Access on Causeway)



# FOCUS AREA #4 (Improve Alton Road Interchange Access)



## ❑ 2015 Pilot Study – FDOT Central Office



## ❑ Protected Bike Lanes Demonstration Plan – Miami-Dade TPO

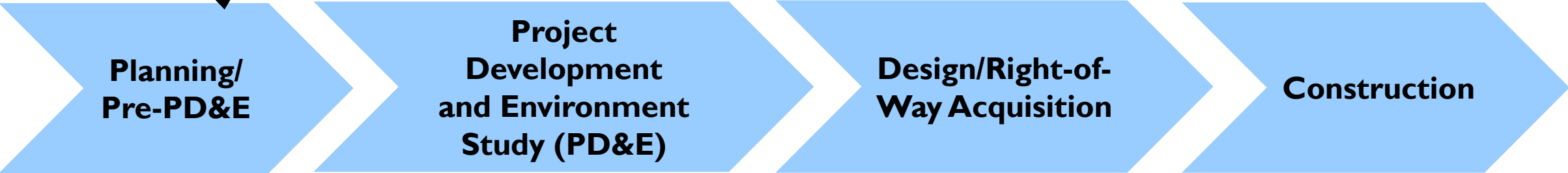


- ✓ Julia Tuttle Causeway identified as potential location for Protected Bike Lane

# FDOT PROJECT DEVELOPMENT PROCESS



We're Here



Develop initial concepts, estimate costs/impacts, and inform public

Refine concepts, engage public, define costs/impacts, complete environmental analysis, and identify final concept

Prepare surveys, design plans & right of-way plan, and engage public

Phased implementation, maintenance of traffic, and public outreach

Planning Study  
Completion Date:  
June 2020

PD&E Phase  
Candidate  
2021

Design Phase  
Candidate  
2024

Phase not currently programmed



- **Three groups of improvements**

## Base Improvements

➤ Identified to address operational deficiencies as well as specific local issues raised by stakeholders.

- Eight (8) identified
- All carried forward
- All being refined

## System Improvements

➤ Address key study objectives relative to improving system linkage, system capacity, accommodating future transportation demand, modal interrelationships, and addressing safety.

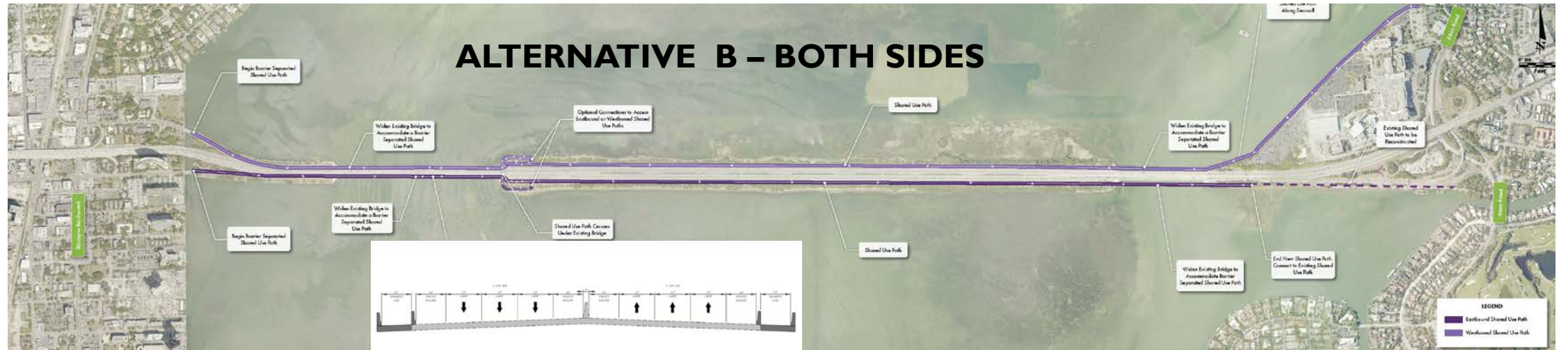
- Three (3) Alternatives identified
- Two (2) carried forward
- One being refined

## Bicycle / Pedestrian Improvements

➤ Provide improved bicycle/pedestrian connectivity between the City of Miami and Miami Beach via a separated protected facility consistent with the visions of the Miami-Dade Long Range Transportation Plan & the City of Miami Beach Master Plan.

- Two (2) Alternatives identified
- Two (2) carried forward
- One will be refined

# SHARED USE PATH ALTERNATIVES



# SHARED USE PATH ALTERNATIVES

Alternative	Bridge Connections	Path Width	Estimated Capital Cost
A: One Side		14'	\$17M
B: Both Sides		12' (each)	\$30M

- ❑ Over 50 people attended workshops in Cities of Miami and Miami Beach
- ❑ Three people submitted written comments on Shared Use Path Alternatives, more commented verbally
- ❑ Alternative A was the favorite, sample comment(s) included:

1. *“Alternative A – for Bike Path seems to be best solution for all concerned.”*
2. *“I very much like the shared use path (Alternative A) as it is separated from the roadway. I suggest that this be implemented ASAP and not be part of any larger project. Connections in the City of Miami should be improved with Alternative A to allow further connectivity N/S/W (especially to NE 2 Ave). Do this today!”*
3. *“The Shared Bike/pedestrian path is much needed. I will tell you, I’d use that all the time to connect from my home to Wynwood. I prefer Alternative A that will be a much more pleasant ride or walk for people who use it. And, it should be cheaper than widening the highway.”*



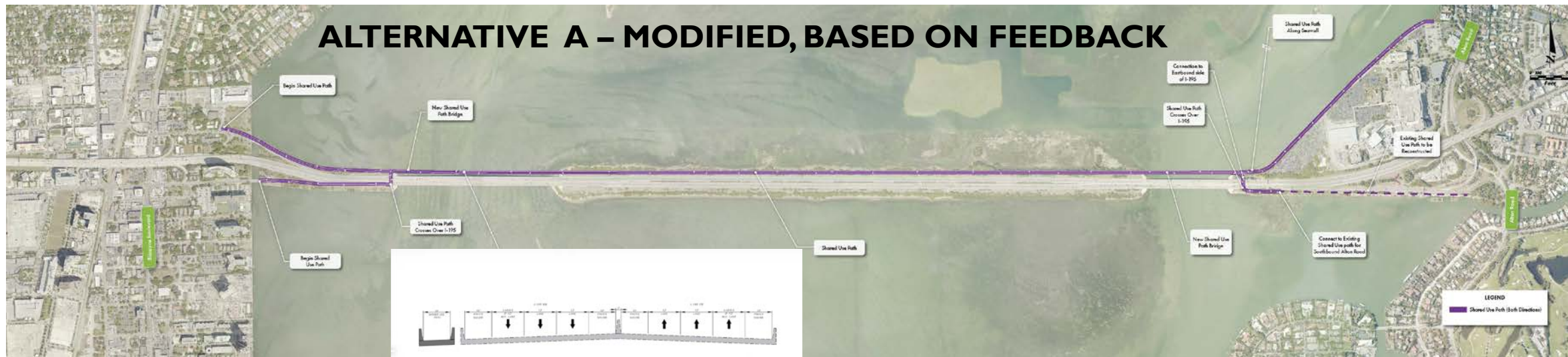
City of Miami Beach Feb 13, 2020 Workshop

## ❑ North Side Advantages

- ✓ Better local park access
- ✓ Favored in public commentary

## ❑ South Side Advantages

- ✓ Closer to residential population
- ✓ Better viewshed (toward Miami)



**NOTE: Alternative A modified from version presented at Workshops to include connection on southside at western (Miami) end: eastern end would have both northern (on new alignment) and southern (using existing graded path) connections**

## ☐ Attached Bridge Advantages

- ✓ Maintenance / operations
- ✓ Personal security



## ☐ Separate Bridge Advantages

- ✓ Independent vertical alignment for ADA
- ✓ Construction flexibility



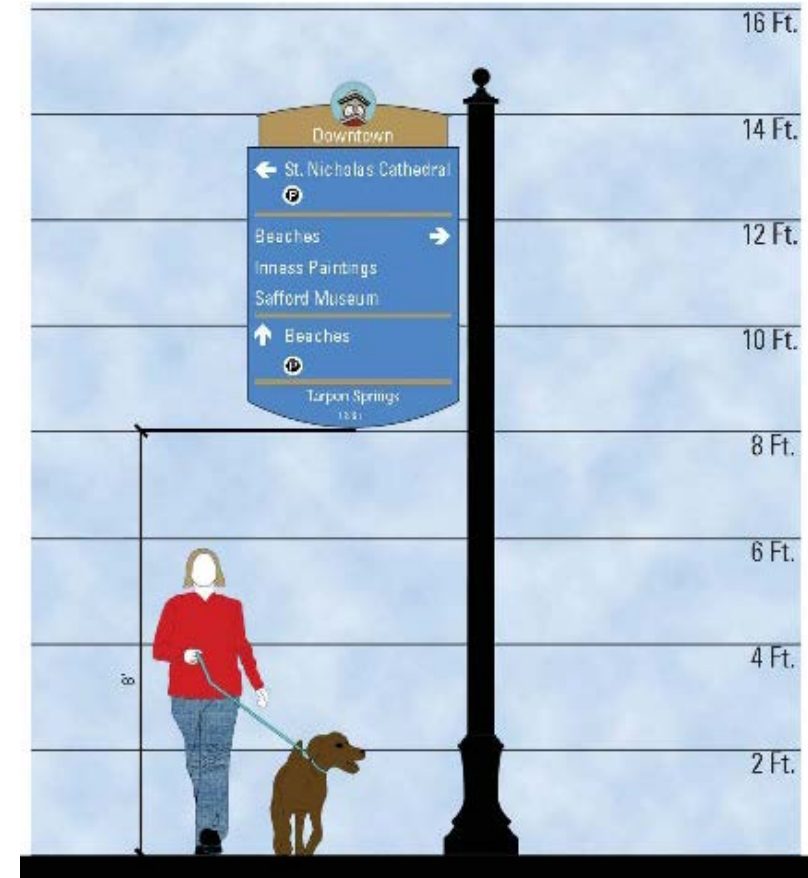
## ❑ Potential Amenities

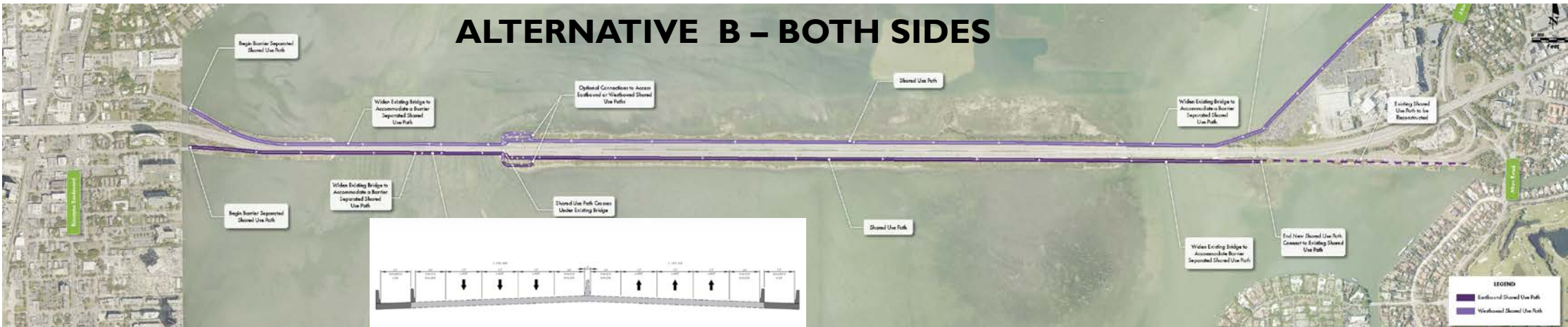
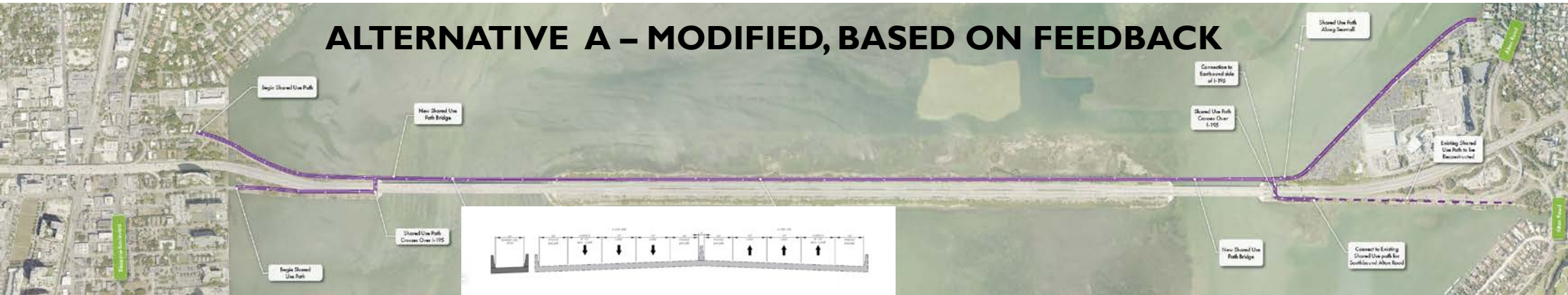
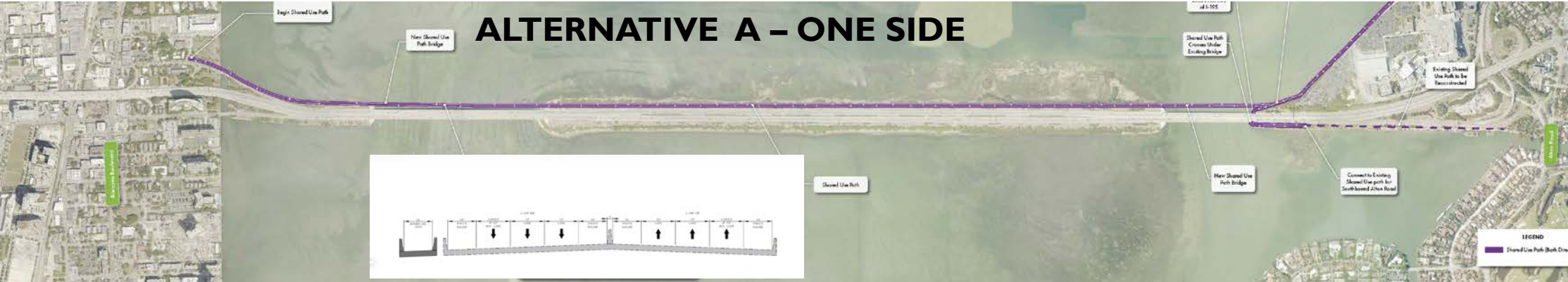
- Wayfinding / public information, art
- Rest areas (e.g., benches, trash bins)
- Other

## ❑ Emergency vehicle access

## ❑ Maintenance / liability

- Limited access ROW restrictions
- Litter patrol
- Security (e.g., operating hours, encampments)







# CORRIDOR PLANNING STUDY WORKSHOP



DRIVING DOWN  
FATALITIES